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NOTICE TO SHIPPERS.

SHIPPERS ARE NOTIFIED THAT
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Information in regard to changes in
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The Oceanic steamship Sonoma arrived from the Colonies yesterday morning at about 5 o'clock, after breaking all records for the passage between Auckland and this port. The record has heretofore been the one made by the steamship Mariposa in April, 1882, when that vessel covered the distance of 3,810 miles in 11 days 19 hours. The Sonoma went on a little different course, making 3,830 miles in 9 days 14 hours, which lowers the Mariposa's record by 44 hours, although the trip was 20 miles longer. The Sonoma made an average of over 15 knots an hour, and at times ran at a still higher speed.

Purser Hodson makes the following report of the voyage: "The Sonoma left Sydney at 1:30 p. m. on November 26, arriving at Auckland at 4:55 a. m. on November 30. Left again same day at 3:12 p. m., and arrived at Pago Pago on the 3d instant at 9 p. m. Left Pago Pago same day at midnight, and arrived at Honolulu at 5 a. m. yesterday morning. Length of passage: Steaming time from Sydney, 13 days, 18 hours and 57 minutes. Actual time consumed from Sydney, 14 days, 11 hours, 32 minutes. Experienced strong winds and rough seas between Sydney and Auckland. Thence to arrival fine weather with light to moderate winds and sea."

Among the passengers in the Sonoma were Commander Tilley, ex-Governor of Tutuila. He is returning with his wife to his home in the States. Col. W. F. Allen and his wife returned to this city after a stay of a couple of months in the Colonies.

The body of the late United States Consul Osborne was taken from Apla in the Sonoma. A son of the consul accompanied the remains of his father, which are to be taken to the family home at Lincoln, Neb.

As the Sonoma had only a little freight for this port, she did not stay very long, but departed for San Francisco shortly before 2 p. m. Despite the length of the trip to the Quarantine wharf, where the Sonoma was lying, there was a large crowd there to bid farewell to departing friends. Captain Berger and the band played the usual steamer day airs, and leis and flowers were abundant. Owing to the quarantine regulations at present in force, only a few people besides the passengers were allowed on board the vessel, so that leis and farewell kisses had to be given par distance.

A young Frenchman who is employed at the Hawaiian Hotel was especially anxious to get on board, but was kept away until he finally explained that he had urgent business on the vessel. "I want ze dress suit case of Mr. H. P. Baldwin; ze dress suit case he stay on ze ship. Mr. Baldwin he stay in ze hotel. Ze dress suit case he goes to San Francisco; he come back nevalre!" The Frenchman was finally allowed on board, and made a most diligent search but was unable to find the case, which is now probably traveling to San Francisco to represent its owner there. The baggage was taken on board the steamer by mistake, as Mr. Baldwin, when he arrived at the hotel in the morning, had left his case in the hall, where several other pieces of baggage belonging to the Sonoma's passengers were deposited. Mr. Baldwin's property was taken along with the rest.

Reuce Arrives From Sydney.

The American ship Reuce arrived from Sydney yesterday at about noon, after a passage of fifty-one days. The Reuce left Sydney three days ahead of the barkentine Eviston, which arrived at this port some time ago. The Reuce met light easterly winds on her voyage from Sydney until she was near New Zealand. Here the winds strengthened, still coming from the same direction, but comparatively fair weather was experienced until about a fortnight before she arrived at this port, when the vessel struck a heavy squall. The wind hit the vessel with hurricane force, and before the squall was over two topsails and one foresail had been carried away by the tremendous force of the wind.

After this spell of rough weather the Reuce had pretty nice sailing until about three or four days before there islands were sighted. The vessel brings about 2,900 tons of coal, which she will discharge as soon as there is room for her at the wharves. She is at present lying out in the stream.

The Reuce used to be owned by Chapman & Flint, in New York, and was employed in the trade between New York and the Pacific coast. Just before this trip, however, she was sold to a San Francisco firm. She will probably hereafter ply in the San Francisco-Australia trade, carrying lumber on her outward trip and coal on her trip home.

Hackfeld Lighter Launched.

Early yesterday morning the first iron steam vessel ever put together in the Hawaiian Islands was launched from Sorenson & Lyle's shipyards. There was a large crowd present to witness the launching of the small red-painted craft, which was taken out near the Naval wharf No. 2, where her engines are to be put in her and other fittings and finishing touches are to be put on.

The scow has been and is at present the cause of considerable controversy, as it has not as yet been decided whether she is really an American or a German vessel. She was originally built in Germany, and her engines are also of foreign manufacture. She was taken to pieces and sent to this port, where she was put together again, and her owners, Hackfeld & Co., hold that as the import duty paid on the parts of the vessel exceeds the original

cost of her, the vessel is an American vessel, built of German iron, and as such, qualified to hold a license as a lighter with an American register. Collector of the Port Stockable, however, has ruled that as foreign-built vessels cannot be documented, and as the mere putting together of the parts of a vessel do not constitute building, the scow cannot obtain a permanent license to ply as a lighter in these waters. The collector has received instructions from Washington to allow the vessel to carry on her business of lightering until the owners of the vessel have been able to secure a decision from Congress, but the probability is that such a license will not be granted.

North Loses Several Sails.

The schooner John G. North arrived in port yesterday, after a tedious trip of thirty-seven days from Port Townsend. Soon after leaving Port Townsend the vessel met with an exceedingly heavy fog, which caused her to lay off Cape Flattery for twenty-four hours without making the slightest headway. Westerly winds were then experienced, and the vessel went down along the coast of California as far as San Diego, where southerly winds were kind, which brought the schooner to the second leg of her immense tack to this port. Comparatively good weather was experienced during the entire trip, with the exception of two days, during which the vessel had to battle with a heavy southwesterly gale. The squall came up suddenly and with such force that within fifteen minutes two mainsails and the jib had been carried away before the sails could be shortened.

The north brings a cargo of about 400,000 feet of lumber, of which quite a large amount is carried on deck. During the squall the deckload was forced quite a little to one side, so that it was leaning against the starboard rigging when the vessel arrived at the port. The John G. North is at present lying just mauka of the Oceanic Company's shed, and will discharge her cargo at that place. The lumber is consigned to Lewers & Cooke.

Rough on the Rats.

The campaign against rats on the waterfront is still being carried on with unrelaxing energy. The work on the Oceanic dock was finished yesterday. The wharf has been fitted with tight boarding which goes down on the sides far below the surface of the water, and the flooring of the wharf has been entirely refitted. The market end of the wharf has been completely rebuilt, and new flooring has been put in, while along the whole length of the wharf tarred paper appears underneath upper planking while, under the paper, four-inch planking has been put. The whole wharf has been thoroughly caulked, and it is hoped that it is now sufficiently tight to prevent the sulphur fumes from escaping after they have been pumped under the wharf.

The barge which has been placed at the disposal of the quarantine authorities, has been fitted out with fumigating apparatus, and during yesterday workmen were busy building a shed over the machinery. This morning the scow will start to work by filling space under the Oceanic wharf with deadly sulphur fumes, which will make all the inhabitants of the rat tribe sorry that they fixed their abode on that particular place.

Sailing Dates Changed.

The following changes have been made in the sailing dates of the Wilder steamers:

The steamer Kinau will sail from Hilo on Thursday, December 19th, and December 26th, at 5 p. m., instead of on Fridays at 10 a. m., as usual; will sail from Honolulu on Monday, December 23d, and on Monday, December 30, at 12 m., instead of Tuesdays, as usual. The steamer Cleland will sail from Kahului on Friday, the 29th of December, and on Friday, December 27th, at 5 p. m., instead of Saturdays, as usual; will sail from Honolulu on Monday, December 23d, and Monday, December 30, at 5 p. m., instead of Tuesdays, as usual.

The steamer Lehua will sail from Honolulu on Thursday, December 26, and on Thursday, January 2, at 5 p. m., instead of on Wednesdays, as usual. After these dates regular schedule will be resumed.

Shipping Notes.

On account of the delay of the Sierra, the battleship Wisconsin will not leave this port for Acapulco before tomorrow, as she will wait for the mail. The Sierra will not arrive at this port before tomorrow morning, as she will be delayed in sailing on account of the English mail being held back in reaching New York.

Captain Harms, of the German ship Lita, has received orders to proceed with his vessel to Port Townsend. The Lita will probably go to the Quarantine wharf to be fumigated today, and sail for the Coast tomorrow.

Captain Pond, of the tug Iroquois, has received orders to remain in this port while the Pearl Harbor land case is pending. His successor to command the Iroquois, Lieutenant Rodman, will arrive on the Sierra.

Captain Berger and the band serenaded the Wisconsin yesterday forenoon. They left the Naval dock at 10 o'clock on the Iroquois, and went out to the big ship where they kept circling around her, delighting the officers and men with their melodies. The band returned to terra firma at about 11:30 a. m.

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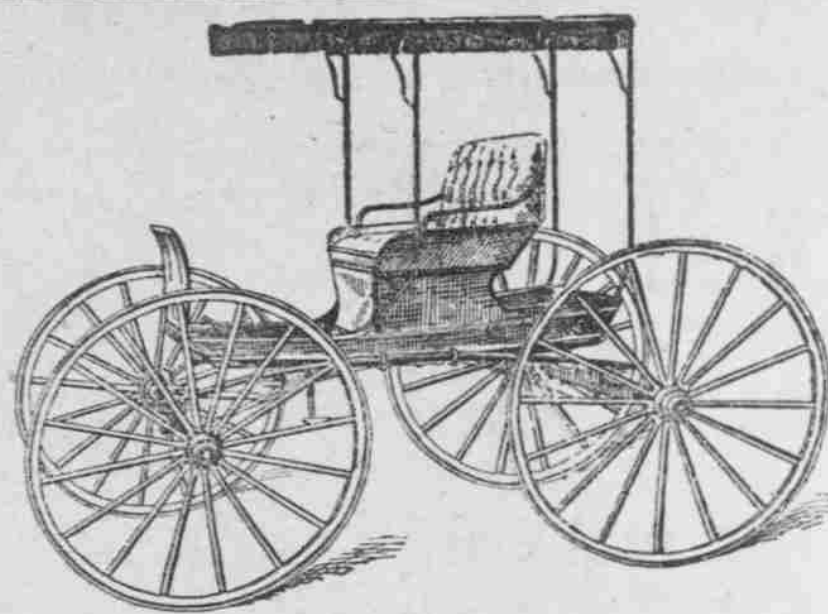
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